


## REMARKS

Accompanying this response, please find marked-up paragraphs of the specification which overcome some informalities noted in the specification. The undersigned avers that the enclosed replacement paragraph(s) of the specification do not contain any new matter.

In the event that there are any fee deficiencies or additional fees are payable, please charge the same or credit any overpayment to our Deposit Account (Account No. 04-0213).

Respectfully submitted,



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[001] METHOD FOR TESTING THE FUNCTION OF AN ELECTRO-HYDRAULICALLY CONTROLLED AUTOMATIC TRANSMISSION

[002] FIELD OF THE INVENTION

[003] This invention relates to a method for testing on a testing stand the function of an electrohydraulically controlled automatic transmission by simulation of a driving operation, the input shaft of the transmission being connected with a driving machine which produces preset rotational speeds and load ratios.

[004] BACKGROUND OF THE INVENTION

[005] In the production in series of electrohydraulic automatic transmissions, there occurs within one of the same series of dispersion through different components and parts. This can result in the driving comfort failing differently in two identical automatic transmissions.

[006] Therefore, it is customary in the production in series of such transmissions to test the function upon a testing stand which simulates a vehicle operation, specific rotational speeds and load ratios being simulated by means of driving and driven machines in order then to control a gear change. The gear change is tested in the cycle according to a preset specification with reference to measuring data of input and output rotational speeds and torque sensors. Said test requires the interconnection of the transmission under dry circuit prior to the test proper for ventilating the clutches and pipes so as to obtain a reproducible test run of the power shifts.

[007] To obtain the most uniform possible driving comfort in the different transmissions of a series, it has already been proposed in DE-C 34 36 190 to use in the electronic control of the transmission adaptive functions. This is done by means of a device for electronic control wherein the electrohydraulically actuatable friction elements in the transmission produce the change between the different reduction steps and an actual value that characterizes the shifting operation, specially the grinding time, shifting time, or the rotational speed gradient during the grinding time, is compared with a stored nominal value, a correction value being stored when a presettable divergence is exceeded. This correction value has for the subsequent shifting operations a correcting effect in the sense of the adaptive

[011] ~~Departing from a method of the kind specifically mentioned above, this problem is solved with the features stated in claim 1; advantageous developments are described in the sub-claims.~~

[012] **SUMMARY OF THE INVENTION**

[013] It has been found that the advantage obtained with the inventive method is that a very great saving of time in the order of 80% can be achieved. There is further obtained the advantage that during the test of an automatic transmission with the inventive method, by eliminating the dynamic portions which were formerly required, the errors can be better detected whereby the quality of the driving comfort is further enhanced. By associating "adjusted current" with "transmitted torque" it is possible qualitatively to make very accurate statements about the quality of the shifting functions of the automatic transmission. Tolerances between the separate automatic transmissions of one and the same series can be compensated by a balance of tolerance with storing of the data in the electronic transmission control whereby the quality fo the end product is still further improved.

[014] Therefore, the invention provides that the automatic transmission be tested upon a testing stand with a driving machine of less power and with a torque measuring hub instead of the driven machine. Accordingly, this test of the shifting elements existing in the transmission such as brakes and clutches is conducted while the output is stationary and at a low input rotational speed which is precisely sufficient to supply the pressure setting elements in the transmission with hydraulic pressure and ensure the operation thereof. According to the invention the shifting element to be tested is caused to slip via the pressure-setting element and then closed again. This procedure takes no more than two seconds and spares the separate ventilation of the hydraulic components prior to performing the test.

[015] The characteristic quantity for the correct function of the shifting element tested is here the setting element current at which the shifting element slips or the slip tends toward zero when it closes.

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[001] METHOD FOR TESTING THE FUNCTION OF AN ELECTRO-HYDRAULICALLY CONTROLLED AUTOMATIC TRANSMISSION

[002] **INS A1**

[003] This invention relates to a method for testing on a testing stand the function of an electrohydraulically controlled automatic transmission by simulation of a driving operation, the input shaft of the transmission being connected with a driving machine which produces preset rotational speeds and load ratios.

[004] **INS A2**

[005] In the production in series of electrohydraulic automatic transmissions, there occurs within one an the same series of dispersion through different components and parts. This can result in the driving comfort failing differently in two identical automatic transmissions.

[006] Therefore, it is customary in the production in series of such transmissions to test the function upon a testing stand which simulates a vehicle operation, specific rotational speeds and load ratios being simulated by means of driving and driven machines in order then to control a gear change. The gear change is tested in the cycle according to a preset specification with reference to measuring data of input and output rotational speeds and torque sensors. Said test requires the  
✓ interconnection fo the transmission under dry circuit prior to the test proper for ventilating the clutches and pipes so as to obtain a reproducible test run of the power shifts.

[007] To obtain the most uniform possible driving comfort in the different transmissions of a series, it has already been proposed in DE-C 34 36 190 to use in the electronic control of the transmission adaptive functions. This is done by means of a device for electronic control wherein the electrohydraulically actuatable friction elements in the transmission produce the change between the different reduction steps and an actual value that characterizes the shifting operation, specially the grinding time, shifting time, or the rotational speed gradient during the grinding time, is compared with a stored nominal value, a correction value being stored when a presettable divergence is exceeded. This correction value has fo  
✓ the subsequent shifting operations a correcting effect in the sense of the adaptive

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control upon the formation of a control valve for the friction elements, specially the hydraulic pressure. This device is specially adequate for automatic transmissions which as consequence of a defect have to be changed in a service workshop, a since otherwise the adaptive data stored in the electronic transmission control no longer coincide with the actual mechanical part fo the automatic transmission.

[008] A method for determining characteristic quantities of an electrohydraulically controlled automatic transmission on a testing stand with quick tying of the electronic control has been disclosed in the Applicant's WO 98/17929. Here gear shifts are successively initiated upon a testing stand in the individual reduction steps of the automatic transmission. During the gearshifts a transmission input and a transmission output rotational speed, the same as a transmission in put and a transmission output torque and the timed curves thereof are measured. From said measured values are determined as characteristic quantities of the automatic transmission for the clutch to be engaged during the gear change, a filling time, a charge pressure, a reaction time, a frictional value of the disks and a pressure liquid charge. Said characteristic quantities are thereafter stored in a memory so that the electronic transmission control unit can correct, according to said characteristic quantities, the pressure level and the time of the rapid filling pressure of the charge pressure, the same as the pressure level of the shifting pressure.

[009] Hereby the whole tolerance chain can be tested so that control and transmission tolerances be entirely detected. This leads to greater tolerances of the parts and thus to a less costly production. Since the values that characterize the respective transmission are stored in a memory, there is obtained in the electronic transmission control unit, even in case of great divergences between actual and nominal values, a quicker coincidence of the actual and nominal values. But a dry interconnection of the automatic transmission prior to the actual test for ventilating the clutches and pipes is also required here.

[010] The problem on which this invention is based is to provide a method of the kind mentioned above in which, without separate ventilation of the hydraulic components and within a shorter time, the function fo the transmission can be tested from the production in series.

[011] Departing from a method of the kind specifically mentioned above, this problem is solved with the features <sup>Q</sup> stated in claim 1; advantageous developments are described in the sub-claims.

[012] **INS A3**

[013] ✓ It has been found that the advantage obtained with the inventive method is that a very great saving of time in the order of 80% can be achieved. There is further obtained the advantage that during the test of an automatic transmission with the inventive method, by eliminating the dynamic portions which were formerly required, the errors can be better detected whereby the quality of the driving comfort is further enhanced. By associating "adjusted current" with "transmitted torque" it is possible qualitatively to make very accurate statements about the quality of the shifting functions of the automatic transmission. Tolerances between the separate automatic transmissions of one and the same series can be compensated by a balance of tolerance with storing of the data in the electronic transmission control whereby the quality fo the end product is still further improved.

[014] Therefore, the invention provides that the automatic transmission be tested upon a testing stand with a driving machine of less power and with a torque measuring hub instead of the driven machine. Accordingly, this test of the shifting elements existing in the transmission such as brakes and clutches is conducted while the output is stationary and at a low input rotational speed which is precisely sufficient to supply the pressure setting elements in the transmission with hydraulic pressure and ensure the operation thereof. According to the invention the shifting element to be tested is caused to slip via the pressure-setting element and then closed again. This procedure takes no more than two seconds and spares the separate ventilation of the hydraulic components prior to performing the test.

[015] The characteristic quantity for the correct function of the shifting element tested is here the setting element current at which the shifting element slips or the slip tends toward zero when it closes.

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[016] One other characteristic quantity is the hysteresis of the current thresholds  
✓ between the opening and losing of the shifting element, or the slip rotational speed of the shifting element, or also the torque transmitted to the torque-measuring hub.

[017] Another characteristic quantity is the filling time needed in order to shift with positive engagement a shifting element. The flow rate thus determined that is actually absorbed is a measure for the tolerance of the air play, for the pressure supply and for the detection of errors (porosities, throttle positions.....).

[018] An essential advantage, specially for an error search and a localization of causes of error, consists in that in the course of the testing method the shifting elements to be tested can be successively engaged, that is, the already shifted shifting elements remain closed and the new shifting element to be tested is shifted with positive engagement.

[019] It has been found, by way of example, that in the testing of a five-step automatic transmission a saving of time of 80% was found during the testing with the inventive method.

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